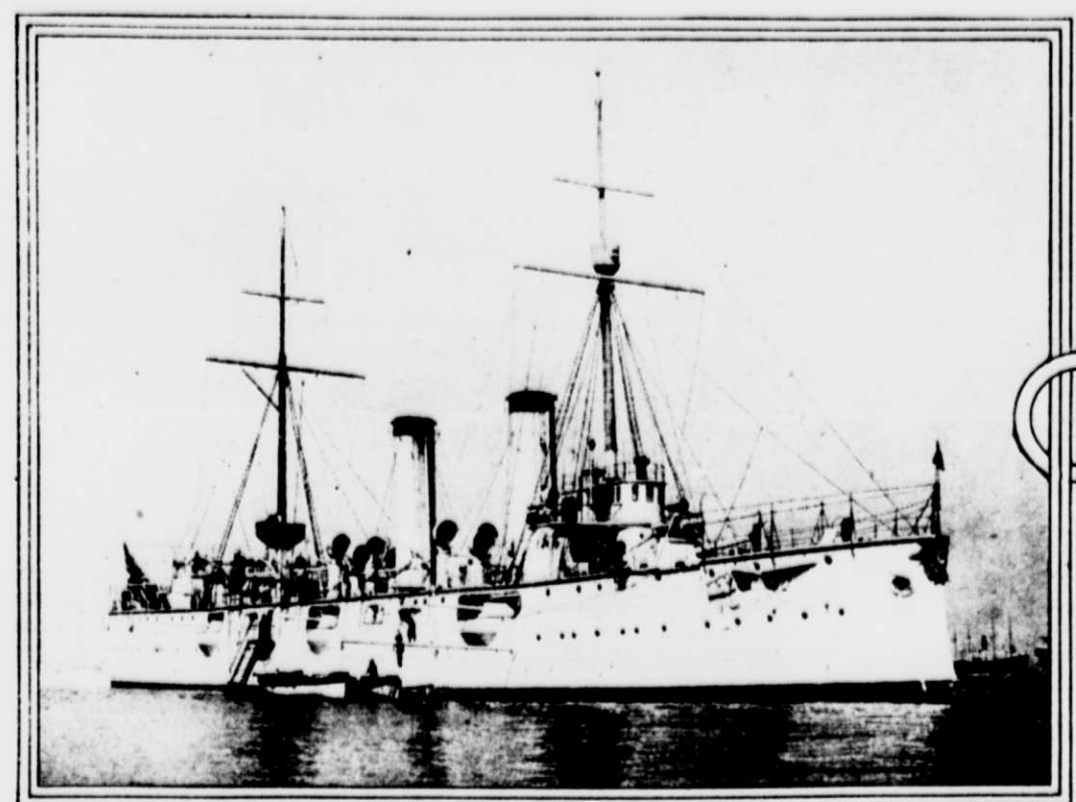


JAPAN'S STRONG AND SPEEDY FIGHTERS OF THE SEA



Cruiser Adjuma.

Naval Strength So Great It Would Have Excellent Chance of Defeating Germany on Sea Even if Latter Were Not Fighting Allies

By RENE BACHE.

JAPAN'S naval strength is so great that, operating in her own home waters, she would have a very fair chance today in a conflict with Germany, even though the latter Power were unoccupied with fighting elsewhere.

Of course in estimating the maritime forces of the Island Empire attention must be given most importantly to her ships of the "first line"—in other words, dreadnaughts. Of these she has three built and three more building. But in addition she possesses four "battle cruisers," all of them brand new vessels of a very up to date type, which are in effect dreadnaughts.

These battle cruisers are named the Kongo, Hi Yei, Haruma and Kirishima. They are of great size, each of them having a displacement of 27,500 tons, with a complement of 1,100 men and officers. Each of them is 294 feet long and carries eight huge 14-inch guns and sixteen 6-inch guns. To some extent number of guns and thickness of armor are sacrificed for the sake of obtaining extraordinary speed, but the armament of these ships is decidedly superior to that of some of our own dreadnaughts, though not equal to that of our newest vessels of all big gun type.

Their speed is an immense advantage in a fight, enabling them to choose their own distance and position with reference to an enemy, and if required they are capable of taking place in line of battle with the most up to date battleships.

All three of the Japanese dreadnaughts already mentioned are very formidable ships. Two of them are the Kasuga and Satsuma—each of 21,420 tons displacement, 328 feet long and carrying twelve 12 inch, ten 6 inch and eight 4.7 inch rifles. The third is the Fusu, commissioned very recently, of 30,000 tons, 373 feet long and very powerfully armed with twelve 14 inch and sixteen 6 inch guns. She compares favorably with the best of our own new battleships. The three new building are to be like her in all respects.

Japan has eight battleships of "pre-dreadnaught" type which may be regarded as modern, having been completed within the last ten years. These are the following:

Aki. Displacement, 19,800 tons; length, 466 feet. Armament (main battery), four 12 inch, twelve 10 inch and eight 6 inch rifles. Launched in 1905. Satsuma. Displacement, 19,370 tons; length 482 feet. Main battery, four 12 inch, twelve 10 inch and twelve 4.7 inch rifles. Launched in 1905.

Kasumi and Iwaki. These are sisters, each of them 485 feet long, with a displacement of 14,600 tons. Main battery, four 12 inch, eight 8 inch and fourteen 4.7 inch rifles. Launched in 1905.

Tsukuba and Ikoma. Sister ships, each 441 feet long and of 13,750 tons displacement. Main battery, four 12 inch, twelve 6 inch and twelve 4.7 inch rifles. Launched in 1904.

Kashima and Katori. These two battleships are rated as sisters, but the former is slightly larger, with a length of 470 feet and a displacement of 16,400 tons. They were launched in 1904. Each of them has a main battery of four 12 inch, four 10 inch and twelve 6 inch rifles.

Dating back to the period from 1893 to 1902 are seven additional battleships—the Iwami, of 13,566 tons (reconstructed in 1907 after battle); the Mi-

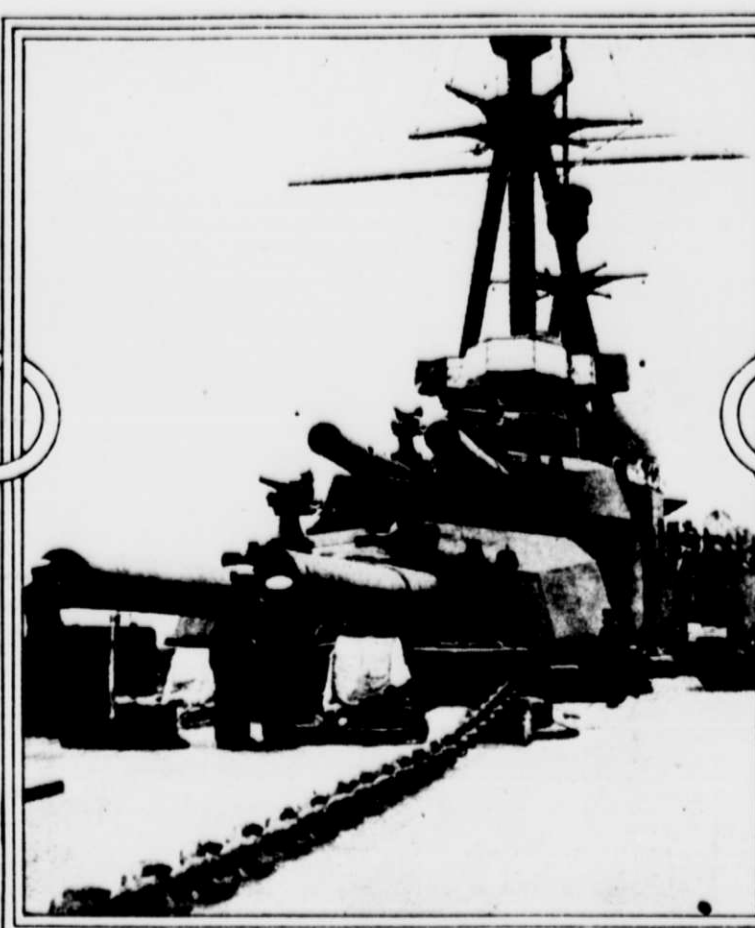
kasa, of 15,200 tons (reconstructed at the same date); the Hizen, of 12,700 tons; the Asahi and Shikishima, sisters, of 15,200 tons each, and the Sagami and Suwa, likewise twins, each of 13,500 tons. These were formidable vessels in their day, but time and the progress of naval construction have rendered them obsolete, just as is the case with our own Indiana, Iowa, Oregon and Kearsarge, which, though esteemed giants of strength at the period of the Spanish war, are now relegated to the second line.

The Fuji, a fairly formidable craft, of 12,300 tons, which mounts four 12 inch and twelve 6 inch rifles, is rated as a coast defense battleship; and in the same category though much older and dating back as far as 1887 are four battleships which are still retained on the Japanese naval list for home use, like our own somewhat antiquated monitors.

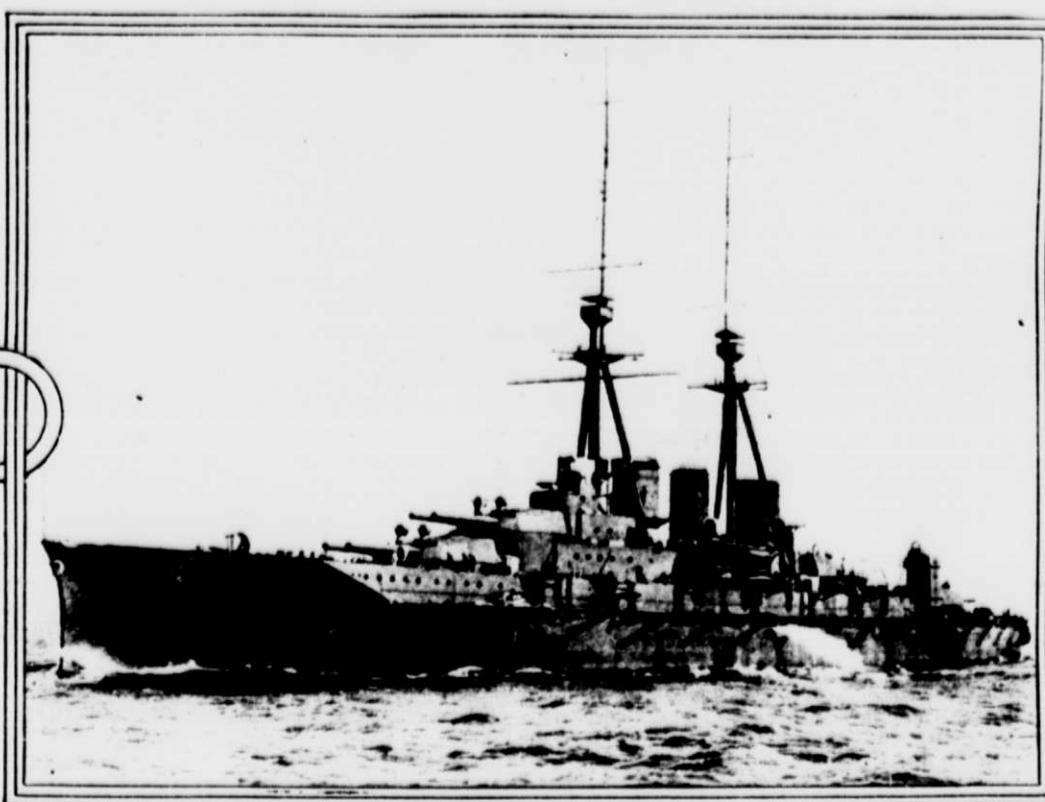
Japan has seven armored cruisers rated as first class. Of these the two newest are the Nishin and Kasuga, launched in 1903. Each of them is of 7,750 tons, and carries four 8 inch and fourteen 6 inch guns. The others are the Aso, of 7,800 tons; the Isema and Awata, sisters of 9,800 tons each; the Adzuma, of 9,450 tons, and the Yakumo, of 9,850 tons.

To these are added three older ar-

mored cruisers—the Asama and Tokiwa, sisters, of 9,750 tons each, and the Chiyoda, much smaller, of 2,450 tons. There are also eleven second class cruisers, mostly antiquated vessels. Two of them, however, the Hiaro and Yatai, of 5,949 tons each, were completed in



Deck of battle cruiser Kirishima.



Battle cruiser Kongo, 27,500 tons, larger than the British lion type.

United States Much More Formidable in Sea Power Than Island Empire and Our Strength Is Increasing—Mikado's Up to Date "Battle Cruisers"

The danger which might have existed has been removed by the completion of the Panama Canal.

Up to now Japan has had in Pacific waters an overwhelming naval force. But, constructively speaking, the situation has been turned upside down within the last few days; for at a week's notice we could put a fleet of fighting ships into the western ocean strong enough to smash the Mikado's sea power.

It is no longer a question of sending our battleships around the Horn. The ditch across the Isthmus solves the whole problem.

Japan possesses a fine navy, but it is by no means equal in strength to our own. Reckoning her four new battle cruisers as dreadnaughts, she has now in commission only seven ships of the first line. We have ten, with four building and three more newly ordered.

The United States possesses no ships corresponding in type to the battle cruisers already described. But while preparing in respect of dreadnaughts we have nearly twice as many battleships of pre-dreadnaught pattern as Japan owns, and from this time on our maritime superiority over Japan will rapidly grow.

It is further to be considered that the Mikado's fleet would find it extremely

difficult to conduct operations off our Pacific coast. She could establish no naval base from which to obtain fuel and other supplies within less than four miles—Hawaii being now adequately defended by the fortifications at Pearl Harbor, which are among the strongest in the world. These fortifications and the Panama Canal are, in fact, the two great elements of the strategic strength of the United States in the Pacific Ocean.

We have eleven armored cruisers of the first class, which are very swift vessels rather formidably armed, though by no means capable of putting up a fight against a battleship. To these must be added five other cruisers rated as first class, four of the second class and fifteen of the third class. We have no monitors which, though no longer regarded as of much value as offensive fighters, are admirably adapted for the defense of harbors.

Japan has fifty-six destroyers. We have sixty-two of these dangerous vessels, which are magnified torpedo boats, some of them running up over 1100 tons. They have made the ordinary torpedo boats obsolete, being easily able to catch these mosquito craft thanks to superior speed and to sink them with a shot or two from their 4-inch rifles.

Japan's total tonnage of effective warships of all types, built and building is 762,000 tons. Ours (including the three dreadnaughts newly ordered by the Navy Department) is considerably over 1,000,000. Thus it will be seen that the sea power of the United States is much more formidable today than that of the Island Empire, and it is comforting to know that in view of the naval programme already laid out our superiority from this time on must steadily and rapidly increase.

Fire Engine on Fire

THE gasoline fire engines now in the service of the city may be much speedier than the old fashioned horse drawn engines, but they have their defects. Curious accidents occur to them. Firemen who have ridden on both styles declare that they never know what's going to happen to the up-to-date engines. For instance the other day one of them caught fire. The firemen have not stopped talking about it yet, and old timers declare emphatically that such an absurd thing couldn't have happened to one of the old fashioned horse drawn engines.

This engine was stationed in the quarters of Engine 29, East Sixty-seventh street, between Third and Lexington avenues. It did its work all right until the other night, when it was called to a one alarm fire near Fifty-ninth street.

The crew "stretched in" for a very smoky fire. Near by was Engine 8 from East Fifty-first street. While No. 29 was standing at the pump, apparently some of the gasoline leaked out of the tank. Nobody noticed it until it was set afire by a spark from Engine 8.

In a moment the flames commu-

cated to the gasoline in the engine tank. When that supply ignited almost all the spectators deserted the scene of the fire to witness the unusual spectacle of a fire engine on fire.

The pipemen of Engine 8 did not intend to stand idly by and watch the consuming of the engine. So they turned a stream of water on the flames. Sand was obtained from a nearby building and the flames were soon extinguished.

Last Survivor of Ill-Fated Santa Fe Expedition From Texas Is Dead

WITH the recent death of Casper D. Murray, at his remote ranch home in the hills of Blanco county, Texas, there passed away the last survivor of the Santa Fe expedition, which went through one of the worst ordeals that ever befell the early pioneers of Texas.

Mr. Murray was 92. It was seventy-three years ago that he and other members of the brave little band set out on the long journey that brought to them untold suffering and many tragic experiences.

The President of the Republic of Texas in his message to Congress in 1839 recommended steps to assert the jurisdiction of Texas over the territory of New Mexico, then in the possession of the Mexican Government, and in the spring of 1841, during the administration of President Lamar, it was determined to send an expedition to New Mexico to invite the people of that region to join Texas. Col. William G. Cooke, Dr. R. E. Brenham and Col. J. A. Navarro were appointed commissioners to treat with the authorities and people of New Mexico, while Gen. Hugh McLeod was military commander of the expedition.

Five companies of mounted infantry and one of artillery were raised. The soldiers numbered 270 men and the commissioners, merchants, tourists and servants increased the expedition to about 320 persons in all. No route was laid down beforehand and it finally developed that no one in the party had an accurate knowledge of the country to be traversed.

After setting out from Brushy Creek, near Austin, June 29, 1841, the party travelled north and west. The Brazos River was crossed on July 14 and then serious trouble commenced. A prairie fire threatened to envelop the party on the night of July 14. The next day after marching all day the command was forced to encamp without water, both men and animals suffering greatly. A few days later hostile Indians appeared and they continued to hang on

the line of march ever after, murdering stragglers and stampeding stock whenever occasion offered. Then the wagons began to break down, causing frequent delays for repairs.

The party entered the "Cross Timbers" without a road, and spent two weeks in a broken country, full of impossible ravines, which had to be headed or the banks dug down to enable the wagons to cross. On reaching Noland's River, July 26, the oxen were so fatigued that a halt of four days was made.

On August 17 fifty of the best mounted men were sent to search for the Red River, and the remainder moved onward as well as was practicable among steep hills and deep gulches. There was more suffering from want of water, in the midst of which a large band of Indians cut off and killed a party of Texans within sight of the main camp and escaped with impunity.

It was now determined to divide the command and send forward 100 chosen men on the best horses, not to return until the settlements in New Mexico had been reached. George Wilkins Kendall, the pioneer American war correspondent, of whom Tim Six gave an account recently, accompanied the expedition. On his return from prison he published a narrative of the expedition. In it he declares that the division of the command was absolutely necessary.

The advance party set out with a scanty supply of jerked beef and without road or guide. They soon came to an immense chasm, with precipitous banks and a small stream of water at the bottom. Seeking a crossing, they came upon the trails of buffalo or Indians, and following them came to a place where a zigzag descent was found, so steep that the horses could only be got down with great difficulty. On descending it was some time before a place could be found by which an ascent on the other side could be made. Next day another chasm was encountered. It was 800 feet deep and 500 in width. A crossing was accomplished by wind-

ing ways along the precipitous sides of the chasm.

Then a prairie 150 miles wide was struck. The men moved slowly on, suffering from hunger, thirst, fatigue and exposure.

"Still," says Mr. Kendall, "the onward movement was kept up, travelling day after day, enduring the sharpest pangs of hunger and in a state of harassing uncertainty even more annoying than starvation. Our chances were becoming desperate."

Then some wild plums were found and devoured. On September 19 an old Mexican road was found and followed until it was obliterated in the prairie. It then became necessary to kill a worn out horse for food.

The advance party moved on nearly two days more without food, when the joyful sight of large flocks of sheep met their eyes and a good supply was received from the Mexicans. A feast followed and the party rejoiced in the thought that their sufferings were nearly over. From this point Capt. Lewis of the artillery, George Van Ness, secretary of the commissioners; Major Howard and Mr. Fitzgerald were sent forward to San Miguel to confer with the authorities in regard to the reception of the expedition and deliver President Lamar's proclamation regarding its objects. The shepherds informed the Texans that Major Howard and his party, first sent forward, were detained as prisoners at Santa Fe.

Van Ness and his party proceeded toward San Miguel and were informed by Mexicans on the way that the expedition was regarded with fear and disfavor by the people of the country and that they would meet with a hostile reception. They were treated with evident mistrust, but not molested until they reached the hamlet of Cuesta, near where they were surrounded and captured by a body of one hundred Mexican soldiers.

The Mexicans were commanded by Dimasio Salazar. The Texans were disarmed and their weapons divided among the Mexicans. Then Mr. Kendall says:

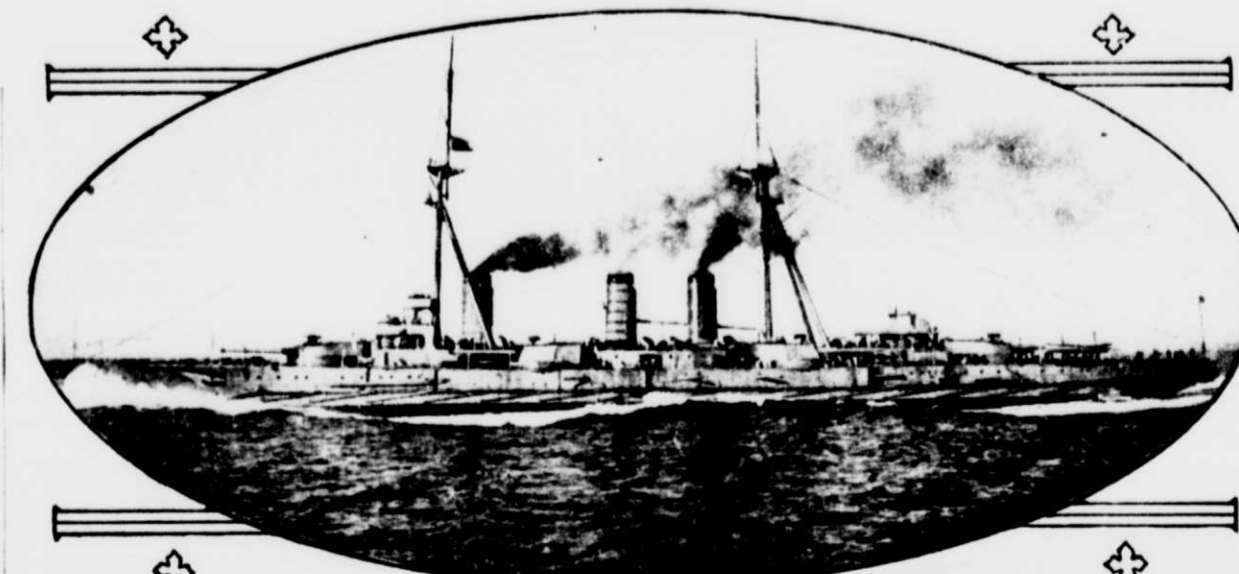
"Salazar then ordered twelve of his men, all armed with old muskets or carbines, to march up in front of us. The movement appeared strange, more particularly when we noticed that the men now paraded directly before us and within three yards. We were pale and fairly trembling with fright, but still we could not suspect the horrible design of their leader.

"It became too evident that his intentions were to shoot us on the spot. At this juncture an altercation ensued between Dimasio and a Mexican named Vigil, who contended that the Texans had entered the settlements openly and peaceably and had asked to see and converse with Gen. Armijo. Vigil prevailed over the bloodthirsty captain, and thus our lives were spared."

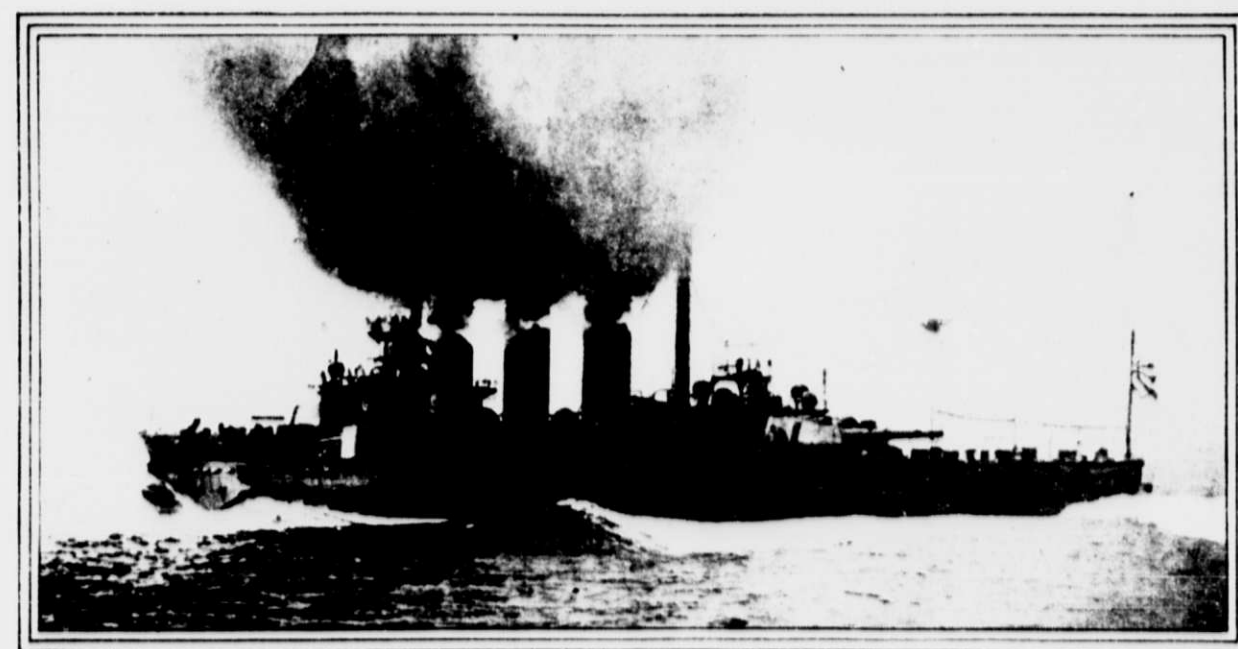
The prisoners, under close guard, were then marched to San Miguel and thence proceeded on the road to Santa Fe. In the course of the day the prisoners met 1,000 Mexican troops on their way to capture the Texans still behind. Armijo, the Mexican Governor, directed the return of the prisoners to San Miguel.

On reaching that place they were confined in a small room, and a young priest entered and told them that one of their number was to be shot immediately. He pointed through a window

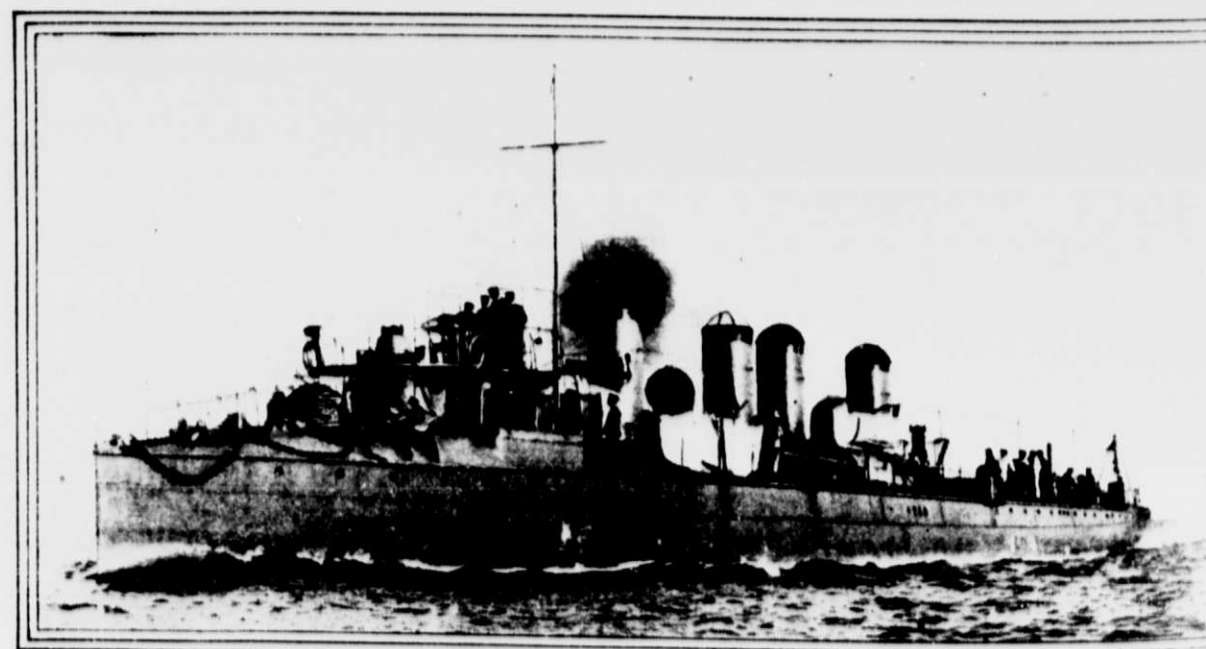
Empire might take a notion to grab the German half of Sumoa, establishing there at our elbow a naval base which would be a strategic menace to the Pacific coast. Nevertheless, it does not appear that we are justified in entertaining any fears from that quarter.



Japanese dreadnaught Kawachi.



Battleship Ibuki on her trial trip.



Destroyer Inadsuma.